

§ 25.27 Center of gravity limits.

The extreme forward and the extreme aft center of gravity limitations must be established for each practicably separable operating condition. No such limit may lie beyond—

- (a) The extremes selected by the applicant;
- (b) The extremes within which the structure is proven; or
- (c) The extremes within which compliance with each applicable flight requirement is shown.

§ 25.29 Empty weight and corresponding center of gravity.

(a) The empty weight and corresponding center of gravity must be determined by weighing the airplane with—

- (1) Fixed ballast;
- (2) Unusable fuel determined under § 25.959; and
- (3) Full operating fluids, including—
 - (i) Oil;
 - (ii) Hydraulic fluid; and
 - (iii) Other fluids required for normal operation of airplane systems, except potable water, lavatory precharge water, and fluids intended for injection in the engine.

(b) The condition of the airplane at the time of determining empty weight must be one that is well defined and can be easily repeated.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–42, 43 FR 2320, Jan. 16, 1978; Amdt. 25–72, 55 FR 29774, July 20, 1990]

§ 25.31 Removable ballast.

Removable ballast may be used on showing compliance with the flight requirements of this subpart.

§ 25.33 Propeller speed and pitch limits.

(a) The propeller speed and pitch must be limited to values that will ensure—

- (1) Safe operation under normal operating conditions; and
 - (2) Compliance with the performance requirements of §§ 25.101 through 25.125.
- (b) There must be a propeller speed limiting means at the governor. It must limit the maximum possible governed engine speed to a value not exceeding the maximum allowable r.p.m.

(c) The means used to limit the low pitch position of the propeller blades must be set so that the engine does not exceed 103 percent of the maximum allowable engine rpm or 99 percent of an approved maximum overspeed, whichever is greater, with—

- (1) The propeller blades at the low pitch limit and governor inoperative;
- (2) The airplane stationary under standard atmospheric conditions with no wind; and
- (3) The engines operating at the take-off manifold pressure limit for reciprocating engine powered airplanes or the maximum takeoff torque limit for turbopropeller engine-powered airplanes.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–57, 49 FR 6848, Feb. 23, 1984; Amdt. 25–72, 55 FR 29774, July 20, 1990]

PERFORMANCE

§ 25.101 General.

(a) Unless otherwise prescribed, airplanes must meet the applicable performance requirements of this subpart for ambient atmospheric conditions and still air.

(b) The performance, as affected by engine power or thrust, must be based on the following relative humidities;

- (1) For turbine engine powered airplanes, a relative humidity of—
 - (i) 80 percent, at and below standard temperatures; and
 - (ii) 34 percent, at and above standard temperatures plus 50° F.

Between these two temperatures, the relative humidity must vary linearly.

(2) For reciprocating engine powered airplanes, a relative humidity of 80 percent in a standard atmosphere. Engine power corrections for vapor pressure must be made in accordance with the following table:

Altitude <i>H</i> (ft.)	Vapor pressure <i>e</i> (in. Hg.)	Specific humidity <i>w</i> (Lb. moisture per lb. dry air)	Density ratio $\rho/\rho_0=0.0023769$
0	0.403	0.00849	0.99508
1,000	.354	.00773	.96672
2,000	.311	.00703	.93895
3,000	.272	.00638	.91178
4,000	.238	.00578	.88514
5,000	.207	.00523	.85910
6,000	.1805	.00472	.83361
7,000	.1566	.00425	.80870
8,000	.1356	.00382	.78434
9,000	.1172	.00343	.76053

Altitude <i>H</i> (ft.)	Vapor pressure <i>e</i> (In. Hg.)	Specific humidity <i>w</i> (Lb. moisture per lb. dry air)	Density ratio $\rho/\sigma=0.0023769$
10,000	.1010	.00307	.73722
15,000	.0463	.001710	.62868
20,000	.01978	.000896	.53263
25,000	.00778	.000436	.44806

(c) The performance must correspond to the propulsive thrust available under the particular ambient atmospheric conditions, the particular flight condition, and the relative humidity specified in paragraph (b) of this section. The available propulsive thrust must correspond to engine power or thrust, not exceeding the approved power or thrust less—

(1) Installation losses; and

(2) The power or equivalent thrust absorbed by the accessories and services appropriate to the particular ambient atmospheric conditions and the particular flight condition.

(d) Unless otherwise prescribed, the applicant must select the takeoff, en route, approach, and landing configurations for the airplane.

(e) The airplane configurations may vary with weight, altitude, and temperature, to the extent they are compatible with the operating procedures required by paragraph (f) of this section.

(f) Unless otherwise prescribed, in determining the accelerate-stop distances, takeoff flight paths, takeoff distances, and landing distances, changes in the airplane's configuration, speed, power, and thrust, must be made in accordance with procedures established by the applicant for operation in service.

(g) Procedures for the execution of balked landings and missed approaches associated with the conditions prescribed in §§ 25.119 and 25.121(d) must be established.

(h) The procedures established under paragraphs (f) and (g) of this section must—

(1) Be able to be consistently executed in service by crews of average skill;

(2) Use methods or devices that are safe and reliable; and

(3) Include allowance for any time delays, in the execution of the procedures,

that may reasonably be expected in service.

(i) The accelerate-stop and landing distances prescribed in §§ 25.109 and 25.125, respectively, must be determined with all the airplane wheel brake assemblies at the fully worn limit of their allowable wear range.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-38, 41 FR 55466, Dec. 20, 1976; Amdt. 25-92, 63 FR 8318, Feb. 18, 1998]

§ 25.103 Stalling speed.

(a) V_S is the calibrated stalling speed, or the minimum steady flight speed, in knots, at which the airplane is controllable, with—

(1) Zero thrust at the stalling speed, or, if the resultant thrust has no appreciable effect on the stalling speed, with engines idling and throttles closed;

(2) Propeller pitch controls (if applicable) in the position necessary for compliance with paragraph (a)(1) of this section and the airplane in other respects (such as flaps and landing gear) in the condition existing in the test in which V_S is being used;

(3) The weight used when V_S is being used as a factor to determine compliance with a required performance standard; and

(4) The most unfavorable center of gravity allowable.

(b) The stalling speed V_S is the minimum speed obtained as follows:

(1) Trim the airplane for straight flight at any speed not less than $1.2 V_S$ or more than $1.4 V_S$. At a speed sufficiently above the stall speed to ensure steady conditions, apply the elevator control at a rate so that the airplane speed reduction does not exceed one knot per second.

(2) Meet the flight characteristics provisions of § 25.203.

§ 25.105 Takeoff.

(a) The takeoff speeds described in § 25.107, the accelerate-stop distance described in § 25.109, the takeoff path described in § 25.111, and the takeoff distance and takeoff run described in § 25.113, must be determined—

(1) At each weight, altitude, and ambient temperature within the operational limits selected by the applicant; and